

MORE THAN A MILE A MINUTE

THE TIME CAREFULLY RECORDED IN A RUN FROM PHILADELPHIA.

One Mile, at Least, Made in 50 1/4 Seconds—Three Miles in 2 Minutes 30 Seconds—This Said to be the Usual Time on the Road.

Inasmuch as the controversy over the question as to whether any rail-road train in this country has attained a speed of a mile a minute is continued by a number of your correspondents, and inasmuch as I am one of those who maintain that such a rate is a very ordinary one, I concluded upon the best means of settling the question beyond all doubt. I applied to Superintendent James McFetrich of the Pennsylvania Railroad for permission to ride on the engine from West Philadelphia to Jersey City, with a view of making an absolutely correct test of the velocity attained, and to-day (Thursday, Sept. 4) I boarded Engine No. 724 at the West Philadelphia depot and seated myself in the cab. Passing a cigar over to Edward Osmond, the engineer, I stated my business, which was really a repetition of that of a year ago, when I took a like ride with him. Osmond laughed as he remarked that he supposed this was caused by THE SUN's controversy. "I told my wife the other day," said he, "that I was beginning to suspect I had married into a lunatic family. She wanted to know why, and I asked her whether Charley Fraser wasn't a second cousin of hers. She admitted it, and then showed her THE SUN containing his statement that no engine in this country could attain a speed of a mile a minute. My wife read the article thoughtfully, and I noticed she didn't contradict my assertion."

While we were talking the bell over the head of the engine clinked, and the engine started at precisely twenty-five minutes to 8, Philadelphia time. In order that there could be no room for mistake, I had provided myself with a Salzman stop watch, which records the seconds and quarter seconds, being the time-piece which has officially recorded the speed of Goldsmith Maid and over a score of other well-known engines at the State Fairs held in New Jersey for a long past. The second and quarter second bands were set together at 12, ready to be started on the instant.

The train was no more than fairly going when the bell rang, and we were off at a flying start, suggesting that it would be more likely to stay on my head than my hat. Then, as the wind, rushing in the open door in front, beat against the nature of a atom, we were nearly closed up, and seated down to the engine.

—Q.—Did you ever have the approval of your superiors for such an allowance? —A.—Yes, sir.

—Q.—Then whom? —A.—The resident engineer, Howard Soule.

—Q.—They knew whom? —A.—They knew the man who had authority in the contract for such an allowance?

—Q.—Did you receive any reading of the clause which prohibits such an allowance, do you know that there was such a clause in the contract? —A.—In that case it would be if it was not the easiest way of disposing of earth to put it in the way of getting it.

—Q.—Then in that case, my inquiry is, did you receive any allowance for embankment? —A.—Nothing, only the cost of the earth.

—Q.—Did you ever have the approval of your superiors for such an allowance? —A.—Yes, sir.

—Q.—Do you know whom? —A.—The resident engineer, Howard Soule.

—Q.—They knew whom? —A.—They never knew whom.

—Q.—Did you ever receive any reading of the clause which prohibits such an allowance? —A.—Yes, sir.

—Q.—Did you think you had authority to accept any reading of the specification? —A.—No more than any other.

—Q.—You were aware that the contract prescribed a particular sum? —A.—Yes, sir.

—Q.—Did you ever have a call of your superiors to allow walls entering to the specifications? —A.—I never received any such call.

—Q.—Did they ever inspect your work? —A.—They did.

—Q.—Did they ever disapprove of any? —A.—They never did.

—Q.—You consider, then, that you had their approval?

—Q.—Did you think you were fulfilling your duties to the State when you allowed custom to interfere with that clause? —A.—Yes, sir.

—Q.—What, then, induced you to deviate from these obligations? —A.—Custom.

—Q.—Then you did the work done upon the canal is the custom of the engineers in your opinion, to prove that it is the easiest way of getting rid of earth? —A.—That is my opinion.

—Q.—What are these orders due to either two or three sole leather racing machines \$35 each; rolling machine, \$15; and a leather racing machine \$15 each?

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